

**Unofficial Guidelines for Implementing Washington State's SB 5849  
which provides for a \$124.00 fine for parking a vehicle  
in a public or publically accessible private EV charging station space**

**RCW 46.08.185 (effective 7/28/2013)**

Prepared by Jeff Finn of the Seattle Electric Vehicle Association

Updated on 11/25/2013

**1. Required: Signage**

**Legally Required Minimum  
Signage per the Legislation**

("An electric vehicle charging station must be indicated by vertical signage identifying the station as an electric vehicle charging station and indicating that it is only for electric vehicle charging. The signage must be consistent with the manual on uniform traffic control devices, as adopted by the department of transportation under RCW 47.36.030."

**per RCW 46.08.185 [SB 5849-2013 Session Law])**

MUTCD sign  
D9-11b  
or  
D9-11bP



1'-0"

MUTCD sign  
R7-11




1'-6"

1'-0"


## 2. Signage → Unofficial supplemental guidelines

# SEVA's Unofficial Guidelines for Signage


("Supplementary signage may be posted to provide additional information ..." per RCW 46.08.185 [SB 5849-2013 Session Law])



MUTCD  
Plaque  
Alternate  
D9-11bP



**On-street charging space**  
Time parameters are location and charging station specifications dependent





**Minimum height of signage above the ground**


- MUTCD: 7' if pedestrians can pass behind sign
- MUTCD: 36" if pedestrians can NOT pass behind
- SEVA recommends a 42" minimum for improving visibility to passing drivers
- Mounting options: pole, wall or equipment

Ground

**An alternative to additional signage below:**  
A printed courtesy notice placed on any vehicle which is found *parking* in a charging space.  
(See Appendix A for examples)







**Suggested time allowances:**

- DC Quick Charge -- 30 minutes
- Level 2 station -- 1 hour min. to 4 hours max.

## 3. Required: Green pavement markings

# Legally Required Minimum Markings per the Legislation

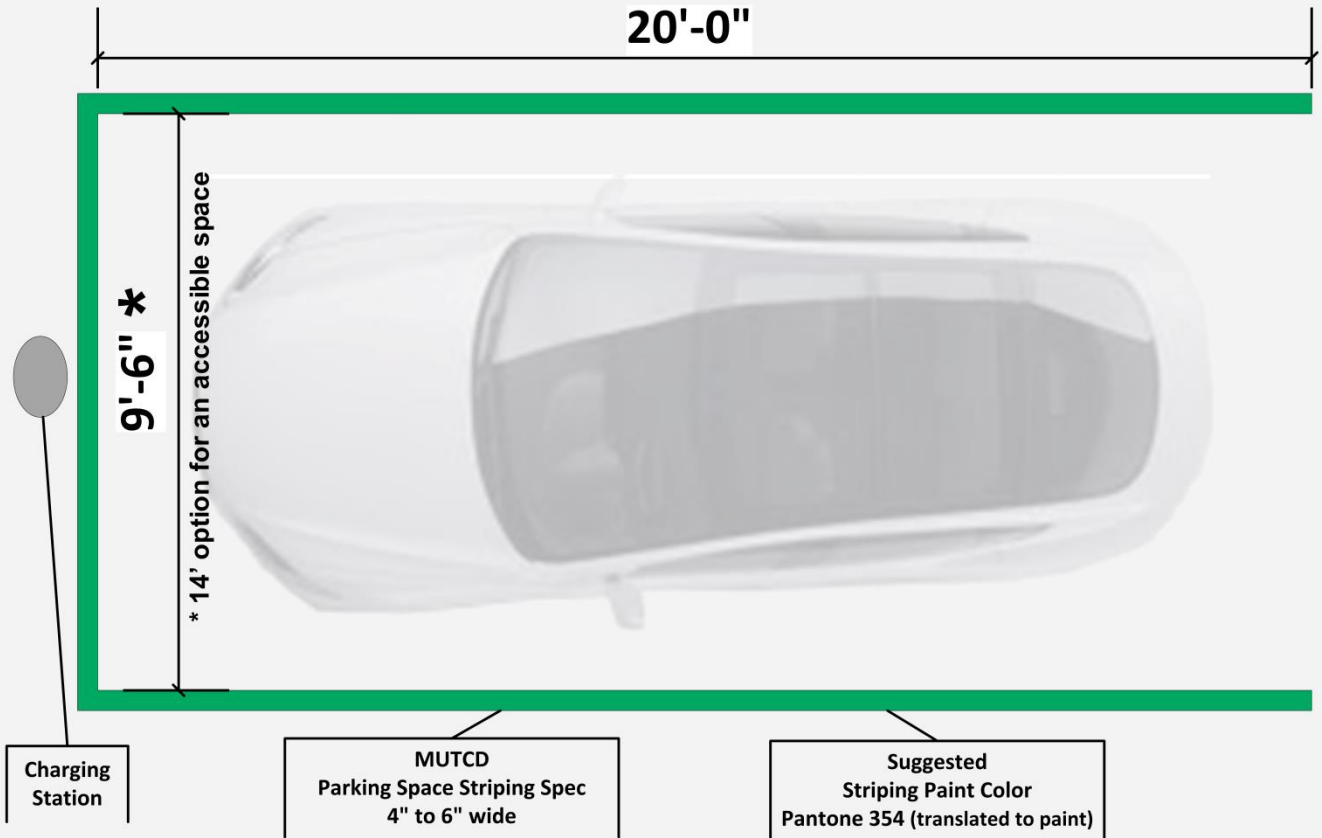
("... indicated by green pavement markings." per RCW 46.08.185 [SB 5849-2013 Session Law])



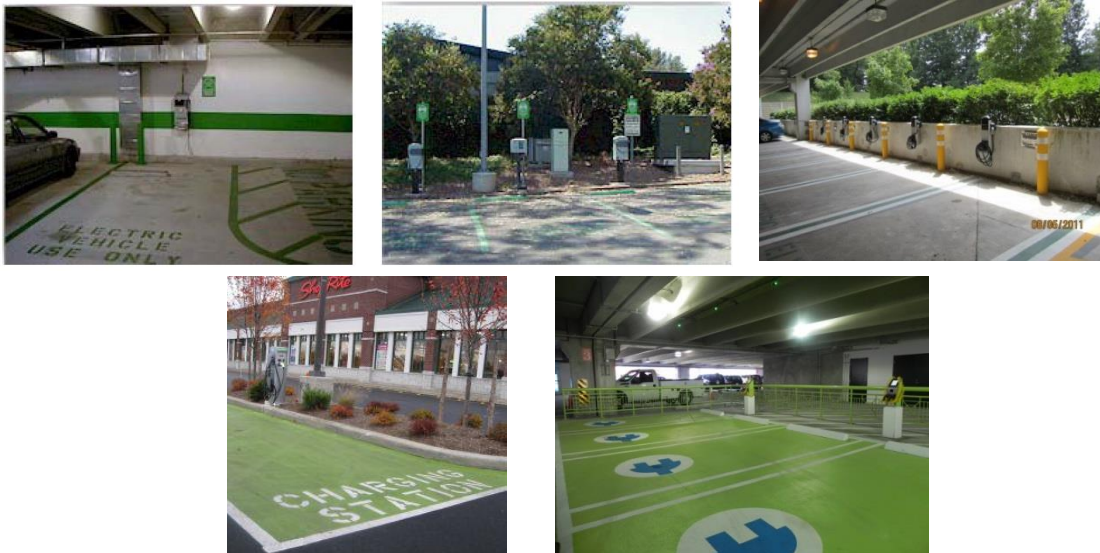
#### 4. Green Pavement Markings → Unofficial Supplemental Guidelines

## SEVA's Unofficial Guidelines for Green Markings

(Lack of a location standard for EV charging ports requires the charging space to be usable either head-in or back-in as well as having a wider space dimension to allow room for a charging port connection on the side of a vehicle)



Examples of more extensive green markings for charging spaces



## 5. Important guidelines to maximize the investment in charging spaces

Not required by legislation, but highly recommended by Seattle Electric Vehicle Association and Plug in America.

### Way-Finding

These signs are important because GPS coordinates are not always accurate enough for the driver to visually sight the station upon arriving at a destination. Also, GPS signals are often blocked by the built environment. Optimally, the route should have a sign wherever it turns from the default travel direction.



← MUTCD approved way-finding sign

West Coast Electric Highway  
provisional way-finding signage →



### Terminology:

1. Always refer to the space adjacent to the charging station which will be used by the vehicle while it is charging as a **charging** space. This avoids confusion about its *parking* space status.

### Siting of Charging Stations:

1. While the location of the site's electrical service supply will usually be the major determining factor when locating a charging station on one's property, it is best to avoid placing charging stations in prime parking locations. This lowers the temptation to park in the charging space by other vehicle drivers who do not need to charge and avoids the appearance of preferential treatment for EV owners.
2. There are two strategies for making charging spaces accessible to those with disabilities:
  - a. Increase the width of the charging space to 14 feet. Do not identify the space as a disabled parking space because a charging space is **NOT a parking space**.
  - b. While this could end up being contradictory to siting guideline #1 above, a charging space can be located immediately adjacent to a disabled parking space by installing the charging station at the head of the striping line which divides the two spaces and making sure that the plug-in cable is of sufficient length to service both spaces.
3. Charging space locations should be well lit for security and users' ability to see what they are doing.
4. Charging stations should be placed under overhanging shrubs and trees only when a roof structure is provided.
5. Charging stations are most usable when potential users know stations are available 24/7 as well as being in the vicinity of restrooms and food service which are also accessible 24/7. If a station is not available 24/7, be sure to document the available times in online way-finding applications
6. **Be sure to register** charging space(s) at Dept. of Energy's [Alternative Fuels Data Center](#) website.



## Appendix A

### Examples of Courtesy Notices

#### *Courtesy Notice*

In Washington State, it is illegal to use this space if not connected for charging.



Helping the public learn about electric vehicles is a service of the



Simply smarter.

**blink**

#### The Blink Courtesy Notice

Driving an electric vehicle is the new norm, but not everyone is aware of some common charging courtesies. By using a Blink courtesy notice you can educate others about how to park near Blink chargers and inform other drivers about how to park in an EV world.

It's easy - just choose the Blink courtesy notice that fits your mood: friendly, nice, or ready to get home. Politely place it on the windshield of the vehicle in which you'd like to inform - and voila! You have just educated another driver on the road.

**You have ICEd\* me!**

I am an electric vehicle driver looking to get a charge so I can make it home. You are parked in a spot designated for electric vehicles only.

Don't forget to look at the parking signs!

\*ICEd is when an internal combustion engine vehicle takes an electric vehicle only parking spot.

**Did you know you're parked in an electric vehicle only parking spot?**



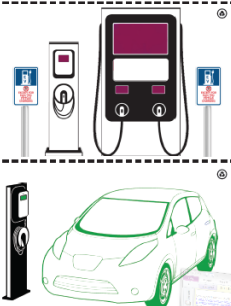
I know this is the best spot in the lot, but you are preventing me from getting home! I need to use the parking spot you are in to charge my electric vehicle.

In the future please remember to look at the signs!

**You obviously know nothing about electric vehicles.**

You are parked in an electric vehicle charging spot! You are preventing me from getting home to my family. I don't park my EV at your gas pump, so don't park at my charger.

Read the signs!



Simply smarter.

**blink**

#### Blink Holiday Courtesy Notices, spreading EV cheer for all to hear!

Are there more than just snowmen "ICEing" Blink charging stations? Leave a friendly courtesy notice to remind internal combustion engine (ICE) vehicles that Blink charging stations are for electric vehicle (EV) charging only. Choose which holiday courtesy notice fits your mood, and place it on the windshield of the vehicle in which you'd like to inform. Merry charging!

**Happy Holidays!**

I don't know if you realize that you have parked your car in a space reserved for electric vehicles. Next time, please park in any of the other spots that are not reserved.

Thank you.

**Merry Christmas!**

I don't know if you realize that you have parked your car in a space reserved for electric vehicles. Next time, please park in any of the other spots that are not reserved.

Thank you.

**Happy Holidays!**

I don't know if you realize that you have parked your car in a space reserved exclusively for electric vehicles. Please don't "Scrooge" another EV driver again. Please park in any of the other spots that aren't reserved.

Thank you.



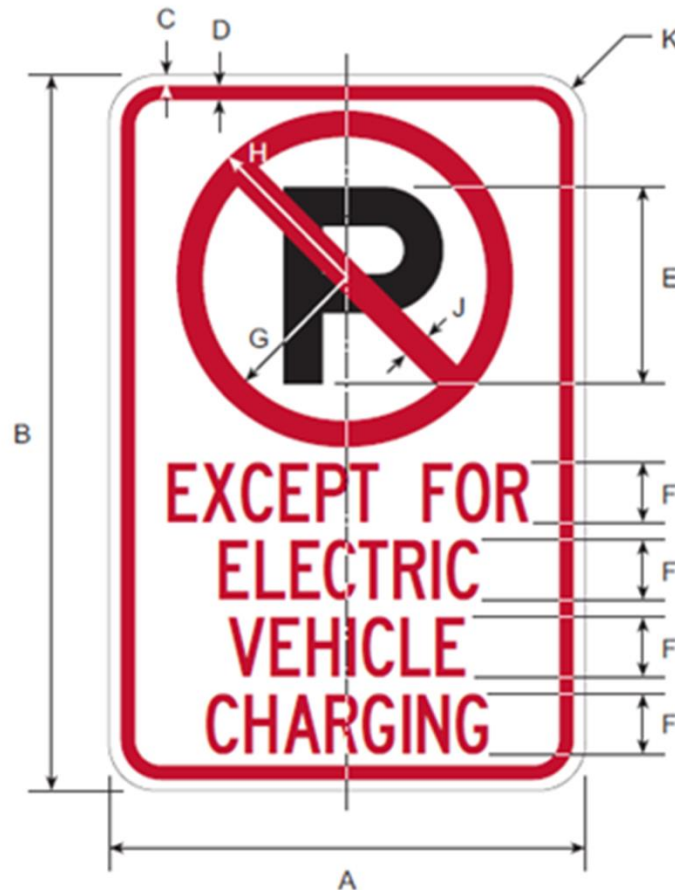
Feel free to design positively worded notices using your own themes such as the reasons for EVs needing to have access to a charging station, analogy of parking in front of a gas pump, violators are subject to a \$124.00 fine if not connected for charging, the fact that EV drivers may be paying for charging their EV, protecting the property owner's investment to provide a public service, etc.

## Appendix B

### **Charging Space Sign Specifications** **Manual on Uniform Traffic Control Devices (MUTCD)** **as adopted by WSDOT**

**R7-11**

06/10

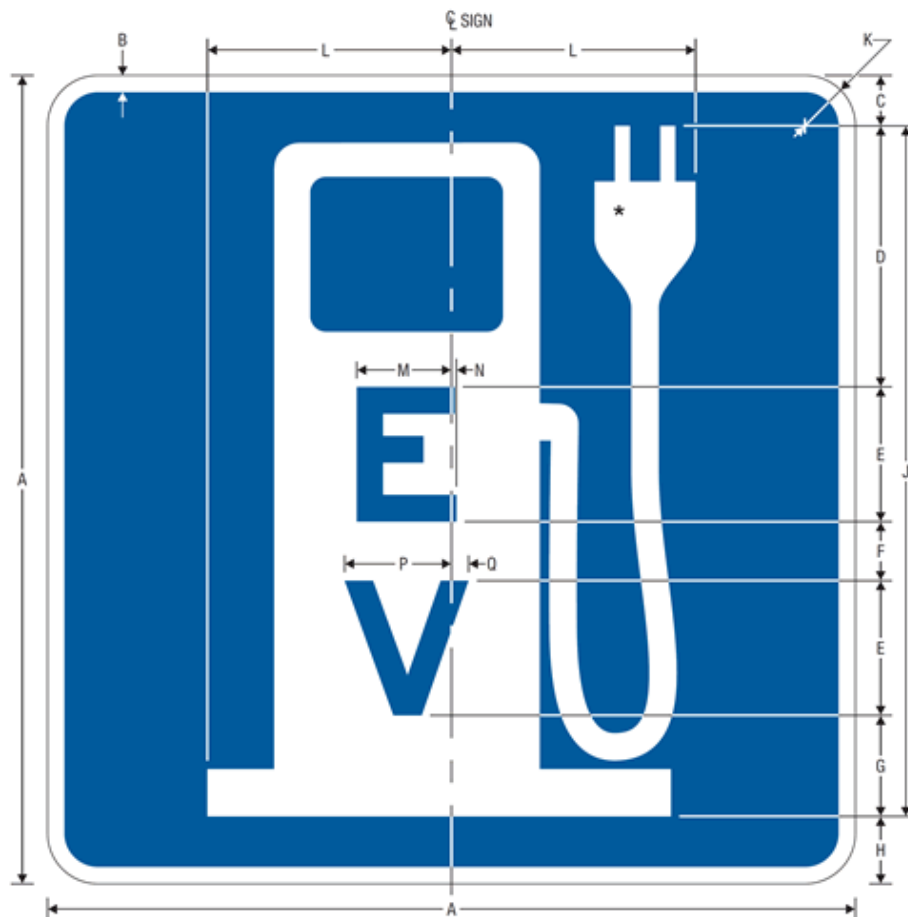


DIMENSIONS (MILLIMETERS)									
A	B	C	D	E	F	G	H	J	K
300	450	9	9	125 EM	38C	84	109	25	38

DIMENSIONS (INCHES)									
A	B	C	D	E	F	G	H	J	K
12	18	3/8	3/8	5 EM	1 1/2C	3 3/8	4 3/8	1	1 1/2

#### **COLORS**

CIRCLE, DIAGONAL, LEGEND,  
BORDER- RED (REFL)  
BACKGROUND - WHITE (REFL)  
"P" - BLACK



D9-11b (Alternate)

Electric Vehicle Charging (Alternate Symbol)

* C	A	B	C	D	E	F	G	H	J	K	L	M
	24	0.5	1.5	7.75	4 E(m)	1.75	3	2	20.5	1.5	7.25	2.814
	30	0.75	1.875	9.625	5 E(m)	2	4	2.5	25.625	1.875	9.063	3.518

N	P	Q
0.148	3.174	0.507
0.185	3.968	0.635

\* See page IA-13-2 for symbol design

COLORS: LEGEND, BACKGROUND — BLUE (RETROREFLECTIVE)  
SYMBOL, BORDER — WHITE (RETROREFLECTIVE)

IA-13-1

\* When D9-11b (Alternate) is used with MUTCD sign R7-11, its common dimension **A** is reduced to 12" (-50%) and all other dimensions also reduced in the same proportion.

## Appendix C

### Text of Senate Bill 5849-2013 Session Law

CERTIFICATION OF ENROLLMENT  
**ENGROSSED SUBSTITUTE SENATE BILL 5849**

Chapter 60, Laws of 2013

63rd Legislature

2013 Regular Session

MOTOR VEHICLES--ELECTRIC VEHICLE CHARGING STATIONS

EFFECTIVE DATE: 07/28/13

Passed by the Senate March 13, 2013

YEAS 43 NAYS 6

BRAD OWEN

**President of the Senate**

Passed by the House April 12, 2013

YEAS 84 NAYS 12

FRANK CHOPP

**House of Representatives**

CERTIFICATE

I, Hunter G. Goodman, Secretary of  
the Senate of the State of  
Washington, do hereby certify that  
the attached is **ENGROSSED**

**SUBSTITUTE SENATE BILL 5849** as  
passed by the Senate and the House  
of Representatives on the dates  
hereon set forth.

HUNTER G. GOODMAN

**Secretary**

Approved April 23, 2013, 4:48 p.m.

JAY INSLEE

**Governor of the State of Washington**

FILED

April 24, 2013

**Secretary of State  
State of Washington**

**ENGROSSED SUBSTITUTE SENATE BILL 5849**

Passed Legislature - 2013 Regular Session

**State of Washington**

**63rd Legislature**

**2013 Regular Session**

By Senate Transportation (originally sponsored by Senators Tom,  
Frockt, Keiser, Hatfield, and Kline)

READ FIRST TIME 02/28/13.

1 AN ACT Relating to electric vehicle charging stations; adding a new  
2 section to chapter 46.08 RCW; and prescribing penalties.

3 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

4 NEW SECTION. **Sec. 1.** A new section is added to chapter 46.08 RCW  
5 to read as follows:

6 (1) An electric vehicle charging station must be indicated by  
7 vertical signage identifying the station as an electric vehicle  
8 charging station and indicating that it is only for electric vehicle  
9 charging. The signage must be consistent with the manual on uniform  
10 traffic control devices, as adopted by the department of transportation  
11 under RCW 47.36.030. Additionally, the electric vehicle charging  
12 station must be indicated by green pavement markings. Supplementary  
13 signage may be posted to provide additional information including, but  
14 not limited to, the amount of the monetary penalty under subsection (2)  
15 of this section for parking in the station while not connected to the  
16 charging equipment.

17 (2) It is a parking infraction, with a monetary penalty of one  
18 hundred twenty-four dollars, for any person to park a vehicle in an  
19 electric vehicle charging station provided on public or private

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ESSB 5849.SL

1 property if the vehicle is not connected to the charging equipment.

2 The parking infraction must be processed as prescribed under RCW

3 3.50.100, 35.20.220, 46.16A.120, and 46.20.270(3).

4 (3) For purposes of this section, "electric vehicle charging  
5 station" means a public or private parking space that is served by  
6 charging equipment that has as its primary purpose the transfer of  
7 electric energy to a battery or other energy storage device in an  
8 electric vehicle.

Passed by the Senate March 13, 2013.

Passed by the House April 12, 2013.

Approved by the Governor April 23, 2013.

Filed in Office of Secretary of State April 24, 2013.

ESSB 5849.SL

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